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TRUCK GAINS BY CURRENT EVENTS DECLARES EXPERT

In these days when wage earners and employers are chasing each other about in a merry-go-round and legislative bodies are mustering their strength for major offensives against the high cost of living, ship-by-truck advocates point with pride to the two-fold manner in which the motor truck is accumulating prestige.

They see it charging to the rescue of street car riders when a strike clears the rails of all carriers, as has been the case in scores of cities this summer, among them the largest. They see it looked upon with friendly eyes by those legislative forces that are searching for relief from the high cost of living.

Surely, they say, the motor truck is coming into its own. Even as it demands attention and the Marine, by meeting an emergency, it is demanding attention today by meeting emergency. It is proving it has a big value in peace as well as in war.

Realization of what the truck can do having come, the next step, the ship-by-truck advocates say, is to make it possible for the truck to do fully what the legislative forces see as its potential. The only thing that stands in the way, they hold, is bad roads. They declare that once those responsible cut the high cost of transportation caused by unimproved highways, the high cost of living problem will no longer be bothersome.

Development of the ship-by-truck movement and the improvement of highways will move side by side, they declare. A nation-wide movement to reduce the high cost of living, involving as it does cheaper transportation, also involves a nation-wide movement for good roads.

"The more it costs to get food from the farms to the towns, the higher the cost of living is bound to be," writes E. Farr, chief of the Firestone ship-by-truck bureau, at Akron, O., in a letter received yesterday by Manager Meek of the Firestone branch. "Any solution of the high cost of living problem that would keep the cost of food to the consumer at the lowest possible figure involves cheap and direct transportation, and therefore involves the move for good roads as an initial step."

The letter suggests that the branch bureau lend its support in all possible ways to any effort to improve the highways. Compared to the benefits they will bring to all who eat and all who wear shoes or clothing, the cost of hard-surfaced roads is negligible," says Mr. Farr. "Remembering that the unimproved road is the profiteer's ambush, protecting as it does a long line of unnecessary middlemen and, moreover, the tax payer should never refuse to vote for road improvement with the lament that the cost is too great."

"It is pretty well established, just what it will cost per acre of land to wipe out the present devious and unreliable route to market made possible by bad roads."

"Suppose land is assessed at \$30 per acre, which is far more than usual and in most cases represents the maximum taxable valuation. A five per

cent issue for roads would then bring an indebtedness of \$15 per acre and the average interest over any period of years at five per cent would be 10 cents per acre."

"When we add interest and payment of that part of the debt that would retire the bonds, we find that the outside figure in any community on \$20 land is something like this:

If the bonds run for 25 years, the landowner will pay 25 cents per acre. If for 15 years, 15 cents per acre a year, and if for 10 years, 10 cents an acre a year.

This assessment, as we said, is based on land worth \$30 per acre. Most land is appraised at less.

"The quotations I have given, far which I am indebted to J. L. Long, a reliable writer on the Maxwells of Successful Farming, have to do with regular bond issues.

"On the other hand, most road building legislation calls for an assessment of 25 per cent of the cost against property owners most benefited. This plan is followed in Iowa. The state highway commission in that state gives a suggestive apportionment of this cost that might prove interesting to those with whom you talk cost of good roads.

"The commission estimates that at \$3 per square yard of surface it will cost \$31.50 per mile to build an 18-foot paved road. If one-fourth of this cost is apportioned to property adjacent to the road, the assessment would be \$7.92 per mile, or \$3.96 on each side of the road.

"In view of the fact that surfaced highways cost so little, it is hard to believe a reasoning man will refuse to obtain them and the benefits they bring him. With them he uses less gasoline, takes a bigger load to market, pays less for his food, obtains a better market for his crops and gets more perishables to market, and he sees his property rapidly increase in price. The district as a whole by voting for and improving roads to get more trade, to obtain more money to spend, to become more attractive to home-seekers and more inviting to new industries, and becomes in a thousand ways more 'livable'."

"It has been said that the American ambulance and truck transport drivers were the most efficient of any of the armies that took an active part in the war," says W. L. Kissel, secretary and treasurer of the Kissel Motor Car company.

"Quick thinking, quick acting and a cool head at all times were the natural results of owning and driving either an automobile or motor truck. The American people as a nation use more automotive units in both their industrial and social activities than any other nation on earth. America has become motorized. There is one automobile for every 18 persons in the United States.

The nearest any other country comes to this is that of Great Britain with one automobile to every 225 people. This familiarity is responsible for what has been termed 'Yankee pep' and over half are acquainted with the intricacies of the mechanical construction of 'American snap judgment'."

"Driving an automobile has become second nature to over 6,000,000 owners in this country and of that number automobiles. This ability creates confidence—makes one unconsciously self-reliant. If you don't believe it, stop on some of the busy corners at the noon hour and watch the cars wind in and out of the traffic, almost rubbing fenders with each other and where the variation of a couple of inches to either the right or the left might mean serious accident."

"It is due to the ingenuity of the American motor car manufacturer that his product today represents as near 100 per cent mechanical efficiency and perfection as engineering skill can make it."

"This influence of the automobile is naturally felt in whatever other activities owners or drivers engage in. For instance, it is related that during the drive on Paris that saved that wonderful day for the hands of the Germans, a long stream of motor transports which had been plowing through the dark night in an unending stream, suddenly came to a halt. On investigation it was found that the truck at the head of the line could not pass through an unusually narrow passage between the camouflage partitions on either side of the road without danger of touching one of the sides. To make the passage more difficult there were reversed turns in the passage. One of the ambulance drivers walked on ahead to investigate, came back and stated that he could drive a truck through, which he did by the simple means of saw-sawing back and forth along the same lines he used to employ when getting his car away from parking spaces in New York city. It was merely a matter of the other drivers watching how the first one did it and following his example. On investigation it was learned that this particular driver formerly ran a taxi service in New York city, where tight places in traffic zones were a common occurrence."

"The railroad situation today has created a transportation condition practically made to order for the hundreds and thousands of doughboys returning from France, who after many months of experience in handling motor transports are desirous of continuing this line of work at home."

"The needs for a peace-time and industrial motor transport corps is greater than ever now that the war is over and we have started on the work of reconstruction. America's industries are over-loaded with orders. The demand for increased transportation facilities for this increased production is vital and it is up to industrial America to employ the motor truck."

"Kissel distributors in all parts of the country are reporting that the returned soldiers in their localities are greatly interested in motor truck operations and it is not uncommon for such dealers to interest parties in forming a transportation company which they operate along military lines. This is a great thing for the transportation world and is one of the good by-products of the war. A knowledge of motor mechanics is an asset to any man who is in the business where the motor truck can be adapted to his transportation requirements. This is as true of agricultural America as of industrial America."

"Distance today is measured by seconds instead of miles. It has no longer become a question of what can a firm produce as what can be shipped or delivered."

"Even the government recognizes the necessity of promoting interest in the operation and the maintenance of the motor truck. The Transcontinental Truck Train that is making the first overland trip from the Atlantic to the Pacific sea coast is conducting a recruiting campaign en route for the express purpose of promoting interest in the operation and the maintenance of the motor truck. The government course in truck maintenance and operation. The government feels that men with such knowledge are an asset to the country—an asset that could be quickly realized in case of war and one that can be cashed in during the peace-time to help industrial America meet the transportation problems which it now faces which it will have to face for some time to come."

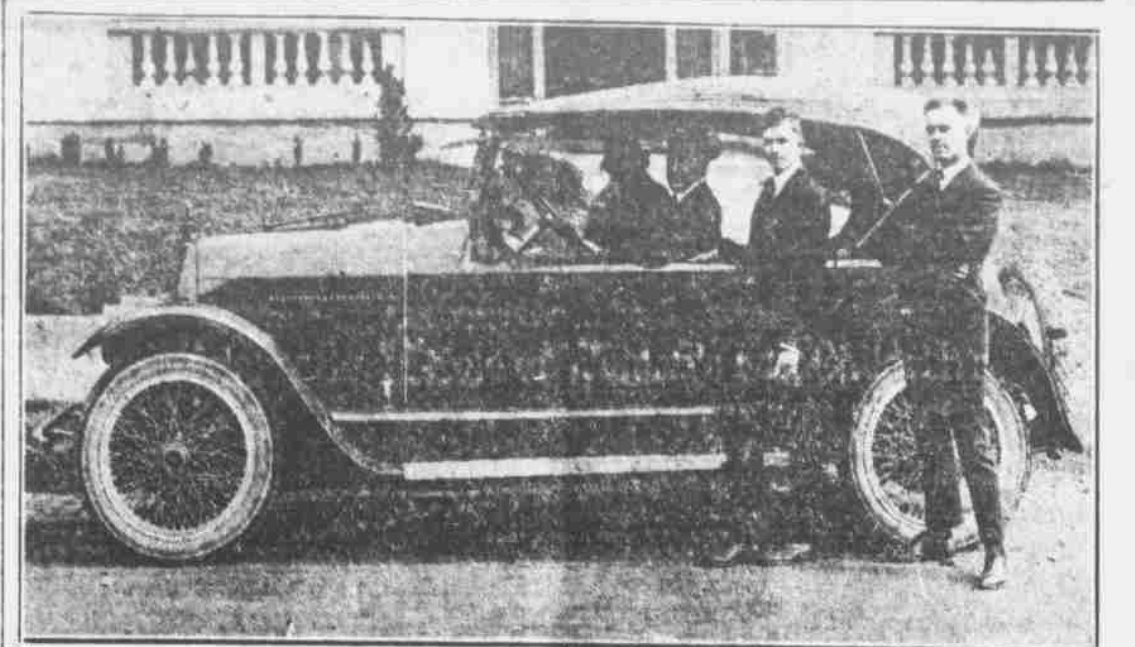
KENTUCKY TROT TO FEATURE RACE CARD

LEXINGTON, Ky., Oct. 4.—Today's trotting program is featured by the Kentucky, the oldest three-year-old race for trotters in America. On the strength of her race in the future, Able Patsy will rule favorite. The 2:16 trot and 2:14 pace each with big fields, will complete the program. The favorite will probably start favorite in the 2:16 trot.

The Lexington stake for two-year-olds, the feature of yesterday's racing, four starters taking the word with Voltage, the favorite and the son of Peter Volo justified the confidence of his backers by taking both heats easily. The unfinished race brought over from Thursday was won by Mas Zolo Zombo after the judges had warned the drivers.

The free-for-all for pacers went to the favorite, Directum, the black son of Chamberlain. He paced the last quarter of the third mile in 28 3/4 seconds.

Walter Cox drove the brown stallion Lu Princeton to beat his record of 2:02 and the horse trotted the mile in 2:01.



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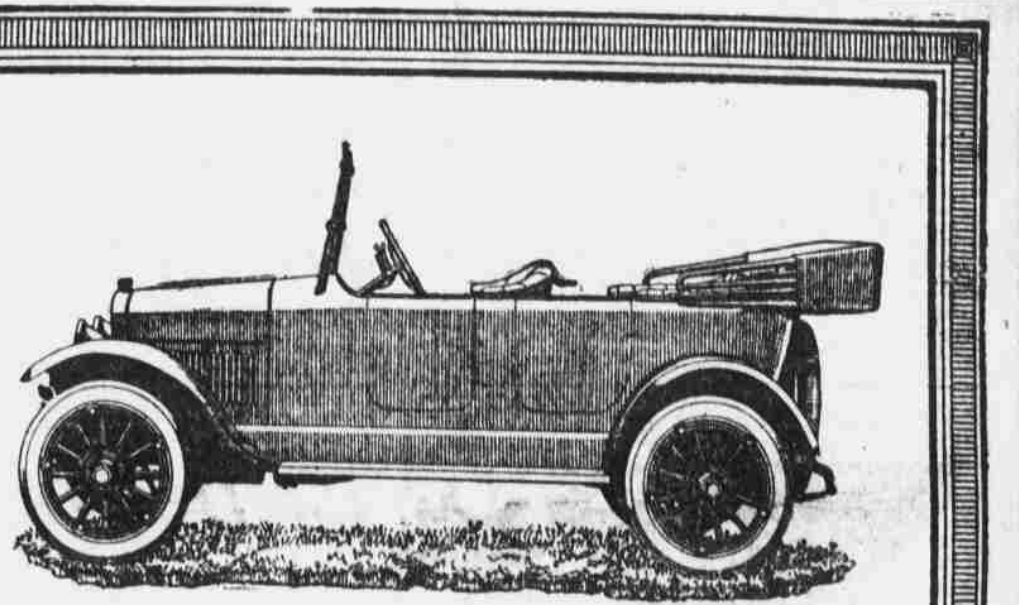
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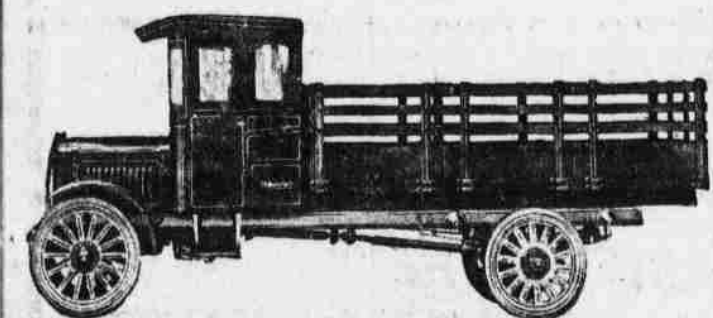
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